

CLASSIFIED MESSAGE

DATE

S E C R E T

2048Z 28 SEP 62

TO : DIRECTOR

FROM : 

ACTION: OSA (1-2-3-4-5-6-7-8-9-10)

INFO : S/C (11)

ZE19D

PRIORITY

IN 50184

TOR: 2110Z 28 SEP 62

PRITY 

INFO

CITE 

1. ENGINE 202 STATUS 28 SEPT 1200 HOURS LOCAL: INSTALLED RUN PRIOR TAXI INITIATED 0845. AIRESEARCH BACKUP STARTERS USED, 3 TURBINES, 2 TMC-105 CARTS, 1 MA-2 CART. THREE START ATTEMPTS ABORTED DUE CIS NOT FIRING. ENGINE RPM INDICATED START SYSTEM FUNCTIONING OK. CIS REMOVED FROM AUTOMATIC SIGNAL AND SET UP FOR MANUAL FIRING.

2. FOURTH START ATTEMPT AT 1051 AS FOLLOWS: ENGINE LIGHT-OFF AT 30 SECONDS, ENGINE TO IDLE AT 50 SECONDS, STARTER CUTOFF AT 65 SECONDS. GOOD START. CIS FIRED MANUALLY OK. J75 LIT AND TAXI RUN COMPLETED 1120. PILOT COMMENT REGARDING J75/J58 SYNCHRONIZATION - SLIGHT RUDDER ACTION REQUIRED START OF ROLL BUT GENERALLY VERY SMOOTH.

3. FOUR ITEMS REQUIRE ATTENTION PRIOR FLIGHT:

A. AIRFRAME HYDRAULIC SYSTEM PRESSURE SWITCH SLIGHT LEAKAGE - MINOR.

S E C R E T

GROUP 1  
Excluded from automatic  
downgrading and  
declassification

25X1

S E C R E T

[REDACTED]  
IN 50184

PAGE TWO

B. ENGINE HOO HOO VALVE ADJUSTMENT FOR SLIGHT SCHEDULE SHIFT - MINOR.

C. TIGHT CLEARANCE BETWEEN AIRFRAME ELEVATOR LINKAGE AND ENGINE NOZZLE ACTUATOR HIGH PRESSURE LINE. LOOKS LIKE CLEARANCE UNACCEPTABLE  
25X1 AND EASIEST FIX IS FOR [REDACTED] SUPPLY REROUTED LINE. CANNOT SAFELY BEND THIS INCONEL-X LINE IN FIELD. NEW LINE HOPEFULLY DUE EARLY NEXT WEEK. REPLACEMENT WILL REQUIRE ENGINE REMOVAL.

D. LACK OF PRESSURE SIGNAL TO CIS FOR AUTOMATIC FIRING - INVESTIGATING.

4. JOINT LAC/PW MEETING AFTER LUNCH TO DECIDE UPON NEXT STEP.

END OF MESSAGE

*Prior w/ min starting, CIS signal = 70 psi, then EC down to 30 to 50 psi firing with new min w/ F. Getting 30 psi fuel press from HFP on inst. log. Start @ 1600 rpm. N.*

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